Alaskan Way Viaduct and Seawall Replacement Project At a Glance

For more details, visit: www.wsdot.wa.gov/projects/viaduct

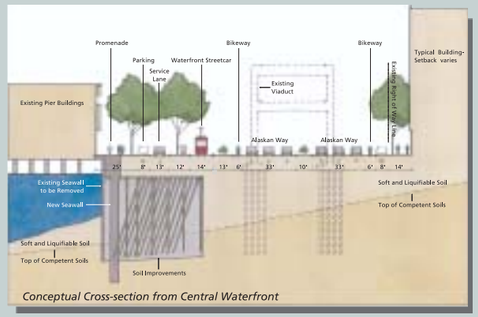
We Must Act Now. The viaduct and seawall are vital to the region's economy and must be replaced. Both are deteriorating and were damaged in the 2001 Nisqually Earthquake, and cannot withstand another major earthquake. We cannot patch the existing structures — band-aids won't work. We must seize this 100-year opportunity to find the right solution for Seattle and the region.

Washington State Department of Transportation | City of Seattle | U.S. Department of Transportation Federal Highway Administration

Alternatives

1 Surface

6-lane surface Alaskan Way



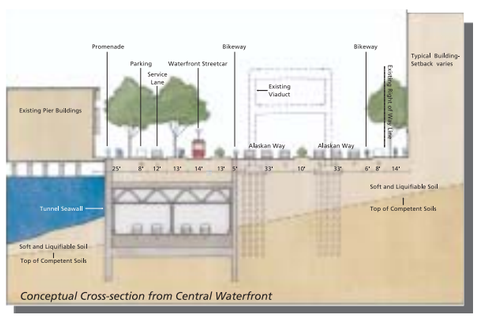
Pros
- Least expensive
- Replaces seawall as independent facility
- Includes Elliott/Western ramps to Ballard/Interbay

Cons
- Less capacity than today
- Severe congestion on SR 99, downtown streets, I-5
- More hours of congestion
- Traffic lanes create barrier between Seattle and waterfront
- Noise pollution

Cost
- $2.3 to 2.7 billion

2 Bypass Tunnel

Tunnel and Surface Hybrid 4-lane tunnel with 2 lanes added to surface Alaskan Way



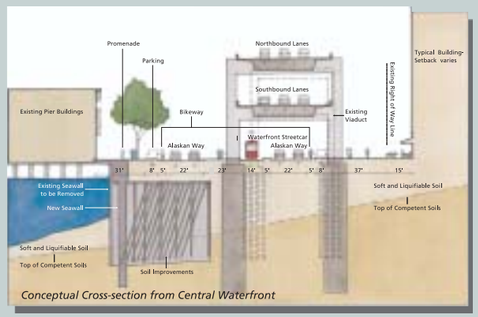
Pros
- Cheaper than Tunnel Alternative
- 2 for 1 Project: Tunnel serves as seawall along central waterfront

Cons
- 5 times as much traffic as on Alaskan Way today
- Minimal waterfront development opportunities
- No Elliott/Western ramps to Ballard/Interbay
- Noise pollution
- Loss of view from viaduct
- Flammable materials not allowed in tunnel

Cost
- $3.1 to 3.6 billion

3 Aerial

New viaduct about 25 feet wider than today with full lane widths and shoulders



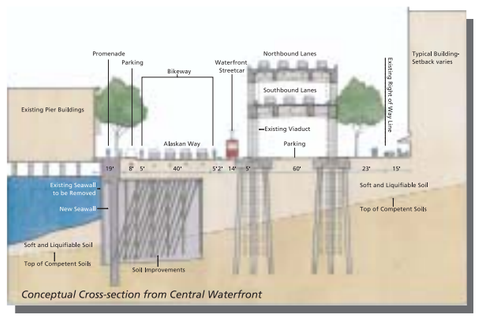
Pros
- Retains views for drivers
- Cheaper than the Tunnel or Bypass Tunnel
- Maintains capacity
- Replaces seawall as independent facility
- Includes Elliott/Western ramps to Ballard/Interbay
- Meets safety standards

Cons
- Creates larger barrier between Seattle and the waterfront
- Maintains noise pollution
- Makes a bad situation worse - "Viaduct on Steroids"
- Longest construction duration due to temporary aerial structure

Cost
- $2.7 to 3.2 billion

4 Rebuild

A rebuilt viaduct same width as today



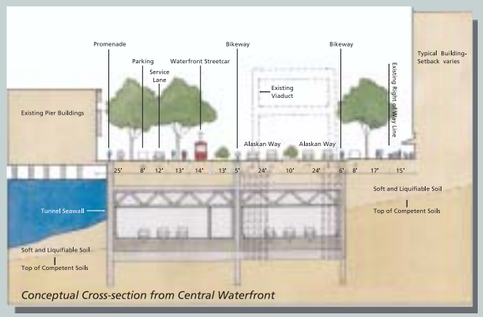
Pros
- Retains views for drivers
- Maintains capacity
- Cheaper than the Tunnel or Bypass Tunnel
- Can be built in phases
- Replaces seawall as independent facility
- Includes Elliott/Western ramps to Ballard/Interbay

Cons
- Retains barriers to waterfront
- Maintains noise pollution
- Does not meet safety standards with narrow lanes and no shoulders

Cost
- $2.7 to 3.1 billion

5 Tunnel

6-lane tunnel beneath Alaskan Way



Pros
- 2 for 1 Project: Tunnel serves as seawall along central waterfront
- Immense opportunities to improve regional destination
- Best candidate for broader financial support
- Maintains capacity
- Includes Elliott/Western ramps to Ballard/Interbay
- Reduces noise pollution

Cons
- Highest cost
- Loss of view from viaduct
- Flammable materials not allowed in tunnel

Cost
- $3.4 to 4.0 billion

Sept 2004